GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA

STARRED QUESTION NO:101
ANSWERED ON:01.03.2001
IMPLEMENTATION OF RECOMENDATIONS OF KHANNA COMMITTEE
ANANDRAO ADSUL;T.M. SELVAGANAPATHI

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have accepted the recommendations of H.R. Khanna committee regarding safety measures in view of increasing accidents;

(b) if so, the number of recommendations implemented so far ;

(c) the details of recommendations which are yet to be implemented;

(d) the time by which the remaining recommendations are likely to be implemented; and

(e) the other steps taken by the Government to strengthen the safety measures ?

Answer

THE MINISTER OF RAILWAYS (KUMARI MAMATA BANERJEE)

(a) to (e) A statement is laid on the Table of the Sabha.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) to (e) OF STARRED QUESTION NO.101 BY SHRI ANANDRAO VIT ADSUL AND SHRI T.M.SELVAGANPATHI TO BE ANSWERED IN LOK SABHA ON 01-03-2001 REGARDING IMPLEMENT OF RECOMMENATIONS OF KHANNA COMMITTEE

(a) to (d) Yes, Sir. In Part-I of the report, the Committee has made 150 recommendations on different aspects of railway working. Out of these, 103 recommendations were `accepted`, 28 were `partially accepted` and remaining 19 were `Not Accepted`.

Out of 131 accepted/ partially accepted recommendations, 21 recommendations have already been implemented and remaining are under process of implementation at different stages. Implementation of many of these recommendations depend upon availability of funds or in some cases on success of trials.

Railway Safety Review Committee has also recommended that Central Government should provide a one time grant of Rs. 15,000 crores to Railways so that arrears in renewals of vital safety equipment are wiped out within a fixed time frame. Although, Indian Railways have not received any specific grants on the basis of recommendations of Railway Safety Review Committee, efforts have been made to suitably enhance the outlay of safety related items in the budget. Nevertheless, despite above constraints, railways are progressively implementing these recommendations within availability of existing resources. In view of the above, it may not be possible to lay down any definite time frame for implementation of these recommendations.

Part - II of the Report has recently been submitted by Railway Safety Review Committee and is presently under examination.

(e) The important steps taken by the Government to check accidents in future are listed below:

i) Fouling Mark to Fouling Mark (FM to FM) track circuiting on entire `A`, `B`, `C`, `D` and `D Spl.` routes where speed is more than 7 kmph. have been completed.

ii) Modification of the signalling circuitry is being carried out to minimise chances of human error in causing accidents.

iii) Auxiliary Warning System for giving advance warning about `Signal at danger` to the driver of the running train is in operation in Mumbai suburban sections

iv) Last vehicle check by Axle Counter have been introduced on over 150 block sections and is being progressively added.

v) Walkie-talkie sets have been provided to Drivers and Guards of all trains for faster and better communication.

vi) Drivers and Guards are also being progressively provided with LED based electronic flashing lamps which have better visibility than the conventional kerosene lit hand signal lamps.

vii) There has been progressive increase in use of Tie Tamping and ballast cleaning machines for track maintenance. Track Renewal Trains are Also used.

viii) For monitoring track geometry and running characteristics of the track, sophisticated track recording cars, oscillograph cars and portable accelerometers are being used progressively.

ix) Maintenance facilities for coaches and wagons have been modernised and upgraded at many depots.

x) Routine Over HaulingDepots have been equipped with ultrasonic testing equipment for detection of flaws in the axles so as to prevent cases of cold breakage of axles.

xi) Whistle Boards/speed breakers and road signs have been provided at unmanned level crossings and visibility for drivers has been improved.

xii) Audio-visual publicity campaigns to educate road users on how to make a safe crossing are conducted.

xiii) Level Crossings having heavy traffic density are being progressively interlocked with signals on a planned basis.

xiv) Periodical Safety Audit of Different Divisions by inter-disciplinary teams from Zonal Headquarters has been introduced.

xv) Training facilities for drivers, guards and staff connected with train operation have been modernised including use of Simulators for training of drivers.

xvi) Periodical safety drives are conducted to inculcate safety consciousness among the staff and road users.

xvii) A pilot project of Anti Collision Device (ACD) has been sanctioned for Northeast Frontier Railway.Trial of prototype ACD equipment has been started. After successful completion of this pilot project, a decision would be taken for its application on other routes of Indian Railways.

xviii) Stringent penalty to the extent of dismissal/removal from service is being imposed on officials causing serious accidents.